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Walter D. Moses & Co.,
103 E. Broad St.
Oldest Music House in Virginia and North Carolina.

ARVERNE STAKES WON BY THE TURK

Even Money Favorite Takes Feature Race at Aqueduct.

Aqueduct, N. Y., April 21.—The fine weather, together with a good card, drew a big crowd to Aqueduct to-day. The public had a profitable afternoon, as the favorites in the majority of the events won. The Arverne stakes, for three-year-olds at six furlongs, with a value of \$1,500, resulted in a very easy victory for The Turk, who was an even money favorite. Summaries: First race—selling, three-year-olds and up, six furlongs—Dandelion (6 to 1) first, Madman (7 to 10) second, Elin Beau (4 to 1) third. Time, 1:15 3-5. Second race—handicap, three-year-olds and up, \$500 added, mile—Ardi (4 to 1) first, Arasee (3 to 1) second, Zienap (12 to 1) third. Time, 1:41 2-5. Third race—selling, two-year-olds, \$400 added, five furlongs—Onagre (4 to 1) first, Whin (9 to 2) second, Supple (6 to 1) third. Time, 1:02 3-5. Fourth race—Arverne stakes, three-year-olds, value, \$1,500, six furlongs—The Turk (even) first, Duke of Ormonde (3 to 1) second, Prince Imperial (6 to 5) third. Time, 1:14. Fifth race—selling, three-year-olds and up, \$400 added, seven furlongs—Berkeley (3 to 10) first, Cohort (11 to 10) second, Bang (26 to 1) third. Time, 1:27 1-5. Sixth race—two-year-olds, maidens, \$400 added, four and a half furlongs—Babbler (11 to 5) first, Hagawan (2 to 1) second, Carbineer (7 to 1) third. Time, 1:05 4-5.

Many Upsets at Pimlico.
Pimlico, Md., April 21.—A drizzling rain, with the track a sea of mud, made the second day of the Pimlico meeting anything but auspicious. Picking winners was a lost art, and the upsets were many. The feature of the day, the Hotel Kernan purse, developed between Rebyourn and G. M. Miller. The former, although interfered with at the head of the stretch, showed great pluck in a drive and won. Summaries: First race—three-year-olds, selling, six furlongs, \$500 added—Kyrt (15 to 1) first, Gypsy (20 to 1) second, Kyle (10 to 1) third. Time, 1:20 2-5. Second race—two-year-olds, selling, four furlongs, \$500 added—Lescar (20 to 1) first, Bendago (even) second, Fleet Worth (15 to 1) third. Time, 1:15 1-5. Third race—the Hotel Kernan purse, for three-year-olds and up, one mile, \$500 added—Rebyourn (7 to 2) first, G. M. Miller (6 to 5) second, The Golden Butte (2 to 1) third. Time, 1:45 2-5. Fourth race—steepchase, for maiden four-year-olds and up, \$500 added—Bigot (5 to 1) first, Lourvin (3 to 1) second, Dlopt (4 to 1) third. Time, 4:25 1-5. Fifth race—the Driving Park Handicap, for three-year-olds, six furlongs, \$500 added—John Griffin II. (even) first, The Monk (4 to 1) second, Oseline (7 to 1) third. Time, 1:10 1-5. Sixth race—for three-year-olds and up, selling, mile and sixty yards, \$500 added—Orsaga (6 to 1) first, Galconia (6 to 1) second, Smug (10 to 1) third. Time, 1:56.

HARVARD DEFEATS NAVY IN NIP AND TUCK STRUGGLE

Gamely Contested Boat Race on the Severn River. Crimson Wins by Nearly Three Boat Lengths in 11:17.

Annapolis, Md., April 21.—In a gamely contested struggle that for the first half of the two-mile course was nip and tuck, Harvard's eight-oared varsity crew this afternoon defeated the Midshipmen by between two and a half and three lengths on the Severn River. Harvard did the distance in 11 minutes 17 seconds, while Navy's time was 9 seconds slower. The race was rowed over the outer course, and while the Severn was as calm as a mill pond, a cold, drizzling rain chilled the spectators, prominent among whom was Secretary of the Navy George von L. Meyer, who witnessed the battle of oars from the deck of the torpedo boat Manley, used as the referee's boat. Navy was thought to have an even chance to win, although she was slightly outwitted, and the Harvard row and oarsmanship had created much favorable comment during the practice at Annapolis. Although there had been little betting done ahead of time, a good deal of money was put up during to-day on the outcome of the race. Notwithstanding the rain, the water conditions were excellent, and the race scheduled to start at 1 o'clock was got under way on time. It was 3:30 P. M. when the Midshipmen boarded a launch, with their shell towing behind and headed out of the harbor for the starting line. Harvard followed in similar manner a few minutes later, the referees' boat pushing immediately after, and made a stop out in the stream at the gangway of the dispatch boat Dolphin, where Secretary of the Navy Meyer was taken aboard. He stationed himself well forward, with Superintendent Bowyer of the Academy, and Referee Courtney Guild, of Boston. Left aboard the Dolphin to see the crews battling their way down the home stretch were Congressman Longworth,

VIRGINIA ENDURANCE RUN

(Cut out, fill in and send to Automobile Editor, Times-Dispatch.)
OFFICIAL ENTRY BLANK.
Virginia Endurance Contest conducted by The Times-Dispatch, of Richmond, Va., May 5, 6, 7, under the rules and with the sanction of the contest board of the American Automobile Association (approved by the Manufacturers' Contest Association).
To The Times-Dispatch, Richmond, Va.
Event, Virginia Endurance Run. Class A. Division.....
Name of Car.....
Manufactured by.....
Manufacturer's Model and Year.....
Manufacturer's No. of Motor.....
Manufacturer's No. of Chassis.....
Minimum Weight.....
Motive Power..... (gasoline, steam or electric)
Horse..... Stroke..... Number of Cylinders.....
Total Piston Displacement..... Cubic Inches
Passenger Capacity, style of car and body.....
Name of Owner.....
Address.....
Name of Driver.....
Name of Observer.....
The attention of entrants is especially called to Rule No. 75 of the Contest Rules of the American Automobile Association regarding advertising, and any infraction of said rule shall be reported by the referee to the Contest Board.
A description of the prizes and awards to be given in this contest are incorporated as a part of this entry blank.
We hereby agree to furnish any other data regarding the car above entered that may be required by the promoter of Technical Committee.
We make this entry subject to all the rules of the Contest Board of the American Automobile Association and hereby accept all stipulations and conditions therein contained.
Signature of Entrant.....
P. O. Address.....
Entries close April 30, 1910.
A separate blank must be used for each car entered.

FOURTEENTH INNING FATAL TO VIRGINIA

Harvard Wins Out in Fastest Game Seen on Lambeth Field in Many Years—Battle Royal Between Pitchers.

[Special to The Times-Dispatch.]
Charlottesville, Va., April 21.—In the fastest game seen on Lambeth Field in recent years Harvard defeated Virginia to-day 1 to 0, the same score by which the Southerners yielded to the Crimson last spring. The contest was a battle royal between Harvard's veteran twirler, Hicks, and Brown, the freshman pitcher from Phillips-Anderson, and there was little to choose between the two. Hicks, using with telling effect his fast low ball, made eighteen Virginians bite the dust, and allowed but a half-dozen hits, as against a single scratch hit last spring. Brown, on the other hand, pitched a remarkable game, and throughout the game was cool and collected. He retired only four sons of John Harvard on strikes, but was more steady than his opponent. In that he did not issue a single pass. Hicks received the best support, however, the only slip up being credited to Potter, at second, whose momentary fumble gave Douglas a life in the second inning. The giant outfielder, composed of Kelley, Aronson and Minton, worked with great precision. Superb running catches by Kelley and Aronson three times kept Virginia from getting a runner across the plate. Virginia fielded brilliantly, despite her four errors. Blakeney made a sensational one-hand catch of Captain Lanigan's short fly in the eighth, and in the next inning Captain Pickford almost duplicated the play by coming in and nipping Minton's fly back of short. In the thirteenth inning, with Potter on first, Minton hit a grounder close to second. Hitch fumbled, but recovered, and while lying flat on the ground, tossed the ball to Fitchett in time to head off Potter. Douglas, however, covered wide territory at short and third, and Lie accepted numerous difficult chances at first. For Harvard, Carr's one-hand stop of Pickford's hot grounder over second in the initial inning brought long continued applause. The extra innings were all exciting, brilliant catches alone preventing a score. In the eleventh, Roan pulled Virginia out of a hole by capturing Aronson's foul on the run, after the ball had once bounded from his glove. An error paved the way to Harvard's score in the fourteenth. Lie tumbled Carr's easy grounder. Hicks came forward with his fourth hit of the game, the ball dropping safe back of short. After working the double steal, and with two hands down, Captain Lanigan sent a slow grounder to short, with the who was on second, crossed in front of Fitchett just in time to prevent the Virginia shortstop from getting up the ball promptly, and Lanigan was safe at first by a hair's breadth, and Carr crossed the plate with the winning run. McLaughlin proved an easy out.

Second Game Called Off.
A double-header was billed for the afternoon, but only two innings of the second contest were played, owing to darkness.

The score at the close of the second stood: Harvard, 2; Virginia, 1. Ernst, a southpaw, was on the mound for Harvard, and Witmer, for Virginia. Each was found for two hits. The feature was a fast double play, Marshall to Potter to McLaughlin, which prevented Virginia from tying the score, Blakeney having already crossed the home plate.

Harvard	AB	HO	AE	Virginia	AB	HO	AE
Lanigan, 2b	1	0	0	Pickford, cf	2	0	0
McLaughlin, 1b	7	0	0	Lie, lb	4	1	0
Potter, 2b	3	1	1	Fitchett, ss	1	3	1
Minton, cf	6	0	0	Douglas, 3b	2	0	0
Aronson, cf	6	0	0	Hume, lf	6	1	0
Kelley, lf	6	0	0	Blacky, rf	0	0	0
Carr, ss	8	1	0	Blakeney, c	1	0	0
Young, cm	5	1	0	Roan, c	4	1	0
Hicks, p	6	4	1	Brown, p	1	0	0
Totals	56	9	2	Totals	38	6	1

Score by innings: 0 0 0 0 0 0 0 0 0 0 1—Harvard; 0 0 0 0 0 0 0 0 0 0 0—Virginia.
Summary: Run—Carr. Struck out—By Hicks, 15; by Brown, 4. First base on balls—Off Hicks, 4. Off Brown, 1. Hit by pitcher—By Brown, 1. Stolen bases—Potter, Carr, Hicks, Douglas, Hitch, Roan, Lie. On bases—Harvard, 11; Virginia, 5. Time of game, 2:40. Umpire, Henderson.

Carolina Wins From Davidson.
[Special to The Times-Dispatch.]
Davidson, N. C., April 21.—Carolina won to-day from Davidson College in a rugged but interesting game, by the score of 9 to 5. The Davidson team was much crippled by the loss of four of its best men, occasioned through sprained ankles and broken fingers.

Carolina started the game with Cooper in the box, but he was knocked out in the second inning, and after Hedgepeth came into the box, Carolina put on a better face. It seemed in the first of the game that Davidson would win in a walkover, but Cooper followed in the footsteps of Cooper in the fourth. Davidson relieved him by Clark. The features of the game were Rose's hitting for Carolina, a three-bagger, a double and a single out of four times up. Klutz for Davidson, also got some pretty hits. Bule's catching and Hedgepeth's pitching and hitting for Carolina, and McClure's catching and Jenkins's holding were noticeable. The batteries were—Davidson, Bailey and Clark and McClure; Carolina, Cooper and Hedgepeth and Bule.

Score by innings: R. H. E.
Carolina 0 3 1 0 0 0 2 0—9 12 3
Davidson 4 0 0 0 0 0 0 10—5 7 3

A CALL TO ACTION

W. L. Park, General Superintendent Union Pacific Railroad, Says:

"The casualty report of any of our large railroads is akin to that of the commanding general of an army in the time of war, except that on the railroads there is no cessation—a steady grinding and crunching of human flesh and bones under the juggernaut of modern car wheels."

President Taft

In his inaugural address gave HIS answer to it when he said:

"I shall be glad whenever any additional safety device can be invented to reduce the loss of life and limb among railroad employees to **urge Congress to require its adoption.**"

The Interstate Commerce Commission in February, 1907, gave its answer to it when the Commission recommended congressional legislation COMPELLING railroads to protect their tracks with some block signal system. In this connection the Commission took occasion to say that automatic train stopping devices would probably eventually supersede any other system of train control.

The State Railway Commissions, in annual convention at Washington in November, 1907, gave THEIR answer when they unanimously adopted resolutions recommending compulsory legislation for the protection of railroad tracks by some automatic system of signals.

David J. Lewis voiced the indignant answer of the private citizen when, on February 1, 1909, he said: "The American public will not stand for this condition much longer, and one of two things must happen. Either the companies will be obliged by statute to sufficiently MAN their railways to secure the safety obtaining in other countries, or the railways themselves must provide adequate automatic and mechanical means to accomplish the result."

The Miller System of Train Control

Combines the automatic stop and the automatic signal, insuring double protection.

If You Will Read the Company's Printed Statement

you will note that the Miller System enters the fight for its adoption TO-DAY under conditions precisely the same as those which, a few years back, won success for the air brake.

Millions upon millions of dollars have been earned and paid in the way of dividends to the original and subsequent shareholders in this great public utility, and it is doubtless true, as has been often printed, that since its adoption the air brake has paid a cash profit of over \$50,000 for an original investment of \$100, and that in addition to this cash profit the stock certificates which the same \$100 then purchased is to-day worth in the open market approximately \$200,000.

We Print Here a Brief Description of the System

The system is entirely automatic, and is controlled by electricity. Within each section or block of track the train protects itself from other trains moving either in the same or opposite direction by automatic displaying signals, and by setting the air brake on the opposite train. The electricity is furnished from either a central power plant or from batteries at different points. The operation of the signals and the air brakes is accomplished by a succession of electric switches placed along the line, and which are actuated by a moving train, so that when shifted out of their normal conditions the block of track in each direction is electrically bridged and various signals, points, rails, or plates, are to engage a hanger attached to the locomotive. The contact rails work in conjunction with the signals, so that if an engineer runs past a signal set at danger, his air brakes are automatically applied. The electric switches are held in their shifted position by positive latches until the adjacent switch is shifted in the same direction, when the latches are released. The switches can be shifted in opposite directions, and the system is adaptable to either single or double track railroads. Under the Miller system train control it is practically impossible for two trains to occupy the same block at the same time, whether said trains be moving in the same or opposite directions, without one or both of them being stopped, eliminating the danger of collisions entirely. The system is valuable at all times, in that it automatically controls trains entering blocks, making it possible to bunch trains very closely together with perfect safety by means

of short blocks. But it is when the dispatcher has given a "lap" order, or a wrong signal has been displayed—when an engineer misreads an order or runs by a signal unheeding—it is then this system resolves itself into a veritable agency of mercy and positively averts the otherwise inevitable destruction of human life and property.

It is the unexpected—the ten thousandth train—that this system is especially designed to protect. When a fatal error is made and the ill-fated train or trains have passed beyond the reach of human agency, then is the critical moment when the value of a safety appliance is put to the severest test. The Miller system works automatically, corrects human errors, and bridges over lapses of memory. This does not only protect to collisions between trains, but the system is also a positive factor of safety at switch points, railroad crossings, open draw bridges, etc. So long as the element of danger exists at these points, just so long are trains blocked against the danger. This is accomplished by a succession of electric switches and contacts, placed at will wherever needed, or to suit particular conditions.

In all matters of this character the question of cost is one of the first to be raised, but with this invention even this obstacle is minimized, as the Miller system is not only the latest improved safety device, but it costs less to install and maintain than any other. No heavy, cumbersome batteries to be carried on the train, and only a small amount of current required to operate the system. However, no amount of money can pay for the desolation and ruin to the happiness of homes caused by the awful sacrifice of human life which results from collisions and open switch accidents.

A representative of the Miller Train Control Corporation will be at the Jefferson Hotel until May 1st, who will respond to inquiries for further information.

Address: Miller Train Control Corporation, Jefferson Hotel, Richmond, Va.

SOME BASEBALL TALK

BY HALF NELSON.

Those critics who declared when the big league teams cleaned up Richmond last week and the week before can lay their little hammers away and go to sleep on the job, for the game yesterday disproved every knock that was handed out. There was nothing to it, but clean baseball, and in spite of the rain and cold it was fast. That pony quartet, Bigbie, Landgraff, Baker and Brown, did everything that has been done in the history of baseball, and Bigbie's base running resulted in the scores that won.

Landgraff and Bigbie also upheld the writer's declaration that base running wins games and is what the Colts need. Landgraff batted out a good safety

rain, what will he do when the real hot weather comes?

It was a cruel thought of Buck Hooker's to swat the very first ball thrown over the plate for a two-bagger. The Pirate would have made it a home run with just a little more persuasion, and nothing in the world except classy play on the part of the Richmond contingent kept Buck from coming home. He hung at third base for so long that Revelle had to strike out the last two men to save the inning. Incidentally, took every chance and came home in a canter when not a hit was made.

"The diamond never was in better condition."

Maybe so about that diamond, but it can be argued. It may be that the Broad Street Park diamond has never been in good condition and that first baseman have played ankle deep in sand ever since the Broad Street Park began to be used. Maybe those bumps

in the outfield have always been there, too. That's not the point.

The point is that Owner Bradley ought to have gotten that sand removed from the base lines and given the diamond a good raking over and packing and should have rolled the outfield. Every step a man takes around first base has a hindrance to it in the shape of slipping, sliding and, every time he lifts his foot he leaves a hole and when he slides he does it in a cloud of dust.

Cocky, the Bat Boy, has a scheme for creating finance that will make the Morgans and Carnegies think. He has it doped out that baseball is the greatest thing in the world and that by his office he should benefit by it. He will, therefore, providing that Richmond wins the games to-day and to-morrow, dress himself in his toga of office, i. e., a Colt uniform of the

vintage of 1905, and will be an applicant for honors in an amateur night performance.

"Maybe I'll have a monologue," he said last night, "but that ain't necessary. All I've got to do is show that uniform on the stage, and it will be fare-you-well for the rest of those performers."

If Richmond loses, Cocky is afraid he will be taking chances and may not appear, but with two victories the prize will be his and no other amateur need apply.

Maybe the players on the Richmond team don't know anything about the matter, and if that is so, a watering and rolling will put the diamond in first-class shape, but sand is said and water will pack it for only a short time, and when that time is over the sand is still there and the slow work goes on.